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RELOCATED GULLY TO CONNECT INTO EXISTING HIGHWAY DRAINAGE SYSTEM LOCATION AND LEVEL TO BE CONFIRMED AND AGREED WITH HIGHWAY AUTHORITY

EXISTING CROSSOVER CONSTRUCTION TO BE REINSTATED AS FOOTWAY

REINSTATEMENT TO TIE INTO EXISTING FOOTWAY MAKEUP & FINISH

TEMPORARY TRAFFIC MANAGEMENT PLANS TO BE PRODUCED BY CONTRACTOR AND APPROVED BY HIGHWAY AUTHORITY PRIOR TO THE COMMENCEMENT OF WORKS

ST. JAMES C. OF E. PRIMARY SCHOOL

EXISTING GULLY TO BE RELOCATED EAST OF PROPOSED JUNCTION

PROPOSED NEW LOCATION OF GULLY

EXISTING UTILITY COVER TO BE RELOCATED TO AVOID CONFLICT WITH NEW ACCESS

DROPPED KERB

EXISTING TACTILE CROSSINGS TO BE REPLACED IN LINE WITH NEW SURFACING REPLACEMENT WORKS

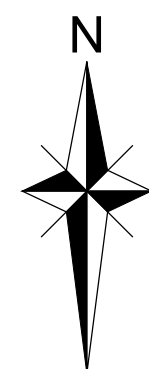
TACTILE PAVING TO FULLY ALIGN WITH EXISTING OPPOSITE TACTILE PAVING

EXTENT OF EXISTING KERBS AND SURFACING TO BE REPLACED

REINSTATEMENT TO TIE INTO EXISTING FOOTWAY MAKEUP & FINISH

EXISTING FOOTWAY ARRANGEMENT TO REMAIN

NOTE IF AFFECTED BY ON-SITE CONSTRUCTION WORKS THEN FOOTWAY TO BE MADE GOOD



KEY TO HEALTH AND SAFETY SYMBOLS			
ABNORMAL OR UNUSUAL RESIDUAL RISKS ASSOCIATED WITH THE DESIGN OUTCOMES SHOWN ON THIS DRAWING MAYBE INDICATED BY MEANS OF THE FOLLOWING SYMBOLS.			
	INDICATES A RESIDUAL RISK REQUIRING A COMPULSORY ACTION.		
	INDICATES A RESIDUAL RISK FOR INFORMATION.		
	INDICATES A RESIDUAL RISK REQUIRING A PROHIBITIVE ACTION.		
	INDICATES A RESIDUAL RISK AS A WARNING.		

NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELATED DRAWINGS ISSUED BY THE ARCHITECT AND ENGINEER, AND LOCAL HIGHWAY AUTHORITY STANDARDS.
2. ALL DIMENSIONS SHOWN IN METRES UNLESS NOTED OTHERWISE.
3. ALL DIMENSIONS, LEVELS AND SURVEY GRID CO-ORDINATES ARE TO BE CHECKED ONSITE AND THE ENGINEER NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF THE WORKS.
4. NO DEVIATION FROM THE DETAILS SHOWN ON THIS DRAWING IS PERMITTED WITHOUT PERMISSION FROM THE ENGINEER.
5. FOR HIGHWAY CONSTRUCTION REFER TO LOCAL HIGHWAY AUTHORITY STANDARD DETAILS AND TECHNICAL GUIDANCE.
6. FOR PRIVATE CONSTRUCTION MAKEUP REFER TO ARCHITECTS DETAILS.
7. IN COMPLIANCE WITH CDM 2015 ODYSSEY HAS FOLLOWED ITS DESIGN RISK MANAGEMENT PROCESS FOR HAZARD ELIMINATION AND RISK REDUCTION IN DEVELOPING THE AKS WARD DESIGN SHOWN ON THIS AND ASSOCIATED DRAWINGS. THERE ARE NO ABNORMAL OR UNUSUAL RESIDUAL RISKS ASSOCIATED WITH THE DESIGN. ANY OTHER RESIDUAL RISKS ARE THOSE THAT WOULD NORMALLY BE EXPECTED BY COMPETENT PERSONS OR CONTRACTORS ENGAGED ON WORK OF THIS NATURE OR TYPE.
8. BOUNDARIES SHOWN ARE FOR PRESENTATION ONLY.
9. THE AVOIDANCE AND PROTECTION OF SERVICES DURING THE WORKS IS THE RESPONSIBILITY OF THE CONTRACTOR.
10. THIS DRAWING IS BASED UPON THE SURVEY CARRIED OUT BY THIRD PARTY. THEREFORE, ODYSSEY CANNOT TAKE ANY RESPONSIBILITY FOR THE ACCURACY OF THIS INFORMATION.
11. ORDNANCE SURVEY (C) CROWN COPYRIGHT 2017. ALL RIGHTS RESERVED. LICENCE NUMBER 100022432.

LEGEND

- SITE BOUNDARY (PROPOSED)
- EXISTING LEVELS - SURVEYED
- PROPOSED LEVELS
- PROPOSED HIGHWAY GULLY
- EXISTING HIGHWAY GULLY
- EXISTING LAMP COLUMN

TECHNICALLY APPROVED
CONSTRUCTION ISSUE



Job Title			
CRANWOOD HOUSE MUSWELL HILL RD, LONDON			
Drawing Title			
HIGHWAY WORKS ENGINEERING ARRANGEMENT			
Client			
FORMATION D&B			
Scale	Date	Designed	
1:200 @ A1	SEP 25	JK	
Drawn	Checked	Approved	
JK	BO	BAC	
Job No	Drawing No	Rev	
25-248	25-248-100	C	